

TONOPAH DAILY BONANZA

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W. W. BOOTH, EDITOR AND MANAGER

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HIGH PRICE OF WEAR.

When the national administration has stooped to the consideration of the high cost of men's wear, times certainly have come to a pretty pass. The masculine animal has always paraded the cost of retaining fumes in dress goods with the proud knowledge that his own garments did not approximate the material outlay required for the women members of the family. Now he is brought face to face with the stern reality that men's clothing is soaring to the zenith of expense and he is driven to his wit's end to meet the rising obligation. With tailors charging \$25 for a plain pair of trousers and the ensemble of male habiliments taxing the purse the equivalent of a whole month's salary it is realized that the crisis in the affairs of man has arrived. For the plain people the mainly rugged denim overalls will offer a loophole for escape but, then, it cannot be assumed that a man can always appear at his best in his working garb. The human form divine as shown in the male make-up is not of the most appealing style and, since a man must consider the propriety of having a change of apparel for some of the more festive occasions, it should not be accepted that man can always get around in the blase attire of the mine or farm. That sort of thing may do for the more beautiful creatures who are fast approaching the stage where they manage to get along with the minimum of clothing in spite of the exposure involved. For the summer season in Tonopah the décolleté bathing suit might be adapted to less formal occasions, but for anything approaching the society function the male element must be equipped with something more exclusive than a smile. The tailor will find that with the new charges added to the old costs that many of his best patrons will manage to do without appearance with old clothes which will become worn and shabby for the quality of antiquity may be featured as a drawing card. Fashion has often disported itself in banyard costumes for the privilege of appearing democratic and one of the simple life and it is not improbably that the time will come when one will feel like disporting himself among the elect with anything better than a suit of hand-me-downs that have lain on the shelves of the outfit for years without attracting a covetous glance. For Tonopah digging clothes may be prescribed as perfectly on time and for de rigueur occasions shirt waist suits will be hailed with applause. Happy is the man who had the foresight to save out a few extra pairs of trousers when the rail came to help the Belgians and other allied sufferers overseas for such a conservator of clothing can make a distinctive hit among his fellows by appearing without a single patch on threadbare suits that under ordinary circumstances would have been numbered with the discard of former and more prosperous years.

EXCESS PROFITS TAX.

A determined effort will be made during the present session of congress to perpetuate the odious excess profits tax on the plea that it would not be prudent to increase the normal tax rate from four to six per cent to compensate for the loss in revenue. These advocates admit that the excess profits tax is largely responsible for under production and add that, in a general way, that other considerations oppose the addition. They claim that when the people paid their taxes this year on the basis of six per cent they did so with the understanding that next year the rate would be reduced to four per cent, that being the provision, then, in the revenue law. There is nothing immutable in the laws affecting revenues which are not like those of the Medes and Persians which knew no alteration; for times have changed and every day brings forth fresh arguments for the adoption of a policy that will stimulate production instead of diminishing it. The nation has to face the necessity for working overtime in all branches of industry if for nothing else than to make up for retardation due to strikes and shortage of fuel. The United States is falling behind rapidly in per capita production and some measures must be devised for increasing efficiency. The most acceptable is removal of the excess profits tax which has been the most serious handicap capital invested in mining has had to contend with. The mines must run and be operated on a wide open basis with a policy calculated to put every property on a three shift basis with the idea of meeting the world shortage in gold and silver. We cannot look for any material gain in gold production so long as the purchasing power of the product remains at what it was four years ago while prices of raw materials have increased from 20 to 50 and even 100 per cent. Silver production, however, is in a different class and the government must do what it can to secure the maximum output from the mines in the silver states which are preparing to do their share in bringing the world back to normal life. The best posted men of the east and west believe that silver will be made the subject of some form of special legislation and scouts for those interests are busy scouting the west with a view to securing options on silver producers. This is the best evidence of the course congress will pursue for the underground channels communicating with the inner circle at Washington has sent out forecasts of an unprecedented demand for the white metal which can be met only by doubling and trebling the silver supply.

GOVERNMENT OWNERSHIP.

News filtering through the Washington bureaus hint that the Wilson administration contemplates retaining the railroads for another year. This would be egregiously folly on the part of the government which should show more celerity in providing for the restoration of transportation interests to their former owners. Nothing is gained by prolonging the agony of government ownership which has proved a costly failure both in this country and Great Britain. According to a letter issued by the British ministry of transportation "an estimate of the deficit which will fall on the exchequer in respect of the financial year ending March 31 next has been made, based on the latest operating results, and the figures show a probable deficit of 45,000,000 pounds sterling. It should be added that the present estimate of 45,000,000 pounds as the amount of the deficit should prove inadequate if the drop from the summer level of passenger receipts is more market than usual, as may well be the case in view of the unprecedented height attained, and as a result of the dislocation of business by labor troubles."

Return of Railroads To Control Owners

NEW YORK, Dec. 19.—Thomas

DeWitt Cuyler, chairman of the Association of Railway Executives, announced today that the fundamental facts of the railroad situation would be presented to the country by means of national advertising. The opening statement, which appears in the Bonanza today, is signed by nearly a hundred executives of the principal railroads. It will be followed by a series of advertisements in the daily and weekly newspapers and in other publications.

The unmistakable verdict of public opinion," said Mr. Cuyler, in making the announcement of the plan of the railroad companies, "is that this great national industry shall continue to be conducted by private companies under strict public regulation. Modern railroad companies, of course, are not private affairs. Their capital is subscribed by a vast number of individual investors, as well as by institutions, such as savings banks and life insurance companies, holding the savings of millions of people, and they are subject to the most minute regulation by the public authorities. In Europe such corporations are called public companies, and this name more accurately describes them.

"With the return of the railroads to the control of their owning companies, after two years of war service under government operation—a period of unprecedented industrial and financial change—the railroad managers will have many difficult problems to face. But the most important problem—the one most affecting the public welfare—will be that of attracting to the railroad business a flow of new capital without which the railroads cannot grow and without which the country cannot prosper.

The whole railroad problem sifts down to this fundamental fact, that in a growing country like ours, with the transportation demands increasing much faster than the population, there must be a continuous investment of new funds in the expansion of railroad facilities.

"Railroad freight traffic reached 260,000,000,000 ton-miles in 1905; it rose to 300,000,000,000 in 1912; and last year it crossed the 400,000,000,000 mark. The railroads are now hauling five times as much traffic as they did thirty years ago. And traffic is going to keep right on growing, because this country is going to keep right on growing.

"To keep pace with this increase in business the railroads before the war were expending about \$50,000,000 a year of new capital for expansion. That, as we all know, was not enough. But railroad earnings were not large enough to attract the funds of investors in greater amount. In fact for several years the market for new railroad stock had vanished. Nearly all the new capital had to be obtained through the sale of mortgage bonds and short-term notes. The companies were obliged to increase the number of their creditors

because they could not attract more share holders.

"During the period of war control the government has been unable to keep up normal expenditures for railroad rebuilding. Last year the labor and materials had to be devoted to the prosecution of the war, and this year the government has not had the money to spend. So with the return of the roads to their owners, the managements will be faced with the necessity of very large capital expenditures for betterments and improvements. And this work will have to be done at a cost for labor and materials about double what it was before the war. New capital expenditures at the rate of \$1,000,000,000 a year would therefore seem to be the minimum required if the railroads are to be enabled to handle the growing traffic of the country.

"To attract the new capital for rebuilding the railroads, the transportation industry must be able to earn a fair return on their capital. Adequate earnings are only possible with adequate rates for service. The rates now are admittedly too low to meet the greatly increased expenses of operation, and have a fair margin for capital."

In the opening statement to the public, signed by the executives of nearly all the principal railroad companies, the Association of Railroad Executives states:

"It is the declared purpose of the United States government to restore the railroads at an early date to the control of their owners.

"The Association of Railway Executives represents those upon whom at that time responsibility will again rest for the prompt and successful movement of the country's commerce.

"Those constituting this association are keenly conscious of their accountability to the public.

"They have accordingly determined to present as fully as they can, the fundamental facts and considerations, which they themselves must face in their efforts to provide satisfactory railroad service.

"It is hoped to engage the interest of the whole American people whose welfare is so vitally dependent upon adequate transportation.

"The country can grow only as the railroads grow. The railroad problem must be solved—and solved rapidly and soon—if our country is to prosper.

"It is to promote that prosperity—permanently and in the interest of the whole people—that railroad executives will present to the public the situation as they see it."

The National league magazines met this week and formally awarded the 1919 pennant to Cincinnati, which is a good deal like the custom of calling on the president weeks after the excitement is all over and notifying him that he is elected.

God reigns and Tumulty and Burah still live and continue to do business at Washington.

SUMMONS

In the District Court of the Fifth Judicial District of the State of Nevada, in and for the County of Nye, Clementina Chopp, Plaintiff, vs. Steve Chopp, Defendant.

You are hereby summoned to appear within ten days after the service upon you of this summons if served in said county, or within twenty days if served out of said county but within said Judicial District, and to all other cases within forty days, (exclusive of the day of service), and defend the above entitled action. This action is brought to dissolve the bonds of matrimony existing between you and the plaintiff upon the grounds of extreme cruelty and for equitable relief as more particularly described in the complaint filed in said action.

Dated Oct. 11, 1919.

L. E. GLASS, Clerk.
(Court Seal) M. J. SCANLAN, Plaintiff's Attorney.
Date of first publication Nov. 14, 1919.

H. R. COOKE

ATTORNEY-AT-LAW
Notary Public
Office now located on the fifth floor
State Bank and Trust Building
TONOPAH, NEVADA

A NEW INVENTION

The Colon Motor

A mechanical massage-motor for vitalizing and stimulating the colon-muscles and vital organs, giving immediate relief and permanent benefit. Free to members.

FIREMEN'S GYM

Membership \$1.00 per month. Baths included.

For ARROWHEAD PROPERTIES

SEE*

D. H. BUTLER

TONOPAH,
Or Address P. O. Box 1154,
Tonopah, Nevada.
I have a group of claims adjoining the Arrowhead Mining Company's original strike, and other properties.

NOTICE TO MOOSE

Secretary at Firemen's Gym
Telephone 1802

Verdi Lumber Company

Established 1902

CARRYING A FULL STOCK OF

Oregon Pine and Native Pine Mining Timbers

BUILDING MATERIAL OF ALL KINDS

PRICES RIGHT AND PROMPT DELIVERY

Yards and Office Below Depot

TELEPHONE 1837

Courteous Treatment

Excellent Service

ELY CLUB

The Right Place To Meet Your Friends

S. E. WILLIAMS, Proprietor

Main Street

Tonopah, Nev.

Nevada First National Bank of Tonopah

CAPITAL, \$100,000

TRACK AUTO CAR "99"

New daily service, effective September 8, in connection with Steam Trains, provides schedule

MOTOR CAR

Arrive Tonopah 10:15 a. m., Leave Tonopah, 4:30 p. m.

STEAM TRAIN

Leave Tonopah 8:30 a. m., Arrive Tonopah 7:25 p. m.

TONOPAH & GOLDFIELD RAILROAD

THE TONOPAH BANKING CORPORATION

The Liberty Bond is Uncle Sam's Promise to Pay and He is Worth \$250,000,000,000

DIRECTORS—George Wingfield, M. G. Brougher, W. M. Doyle, Hugh H. Brown, Clyde A. Haller, J. E. Humphrey, R. W. McLean, Cashier.

Popular Prices and Service are the demands of the day

THAT'S WHY

HOTEL SUTTER

San Francisco

Is patronized by the discriminating.

Management

GEORGE WARREN HOOPER.

A. H. ELFTMAN

Consulting Geologist and Mining Engineer
66407 State Bank Building
Tonopah, Nevada
Phone: Office, 3122; Res., 384

MILTON M. DETCH

ATTORNEY-AT-LAW

Office: Rooms 268-269
State Bank Building
Goldfield Office: 201-202
Nye & Ormsby Counties, Nev.

P. Mooney, J. E. Monahan.

Divide Brokerage

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Rapid Returns and Prompt Settlements

If you want the latest news about

Mine investments call at our office.

Main St. Phone 2072

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E. C. SMITH E. J. AMANN

SMITH & AMANN

Brokers

Next Door Western Union Office

Members S. F. Stock Exchange

Office: S. F. Reno, Tonopah

Eastern Connections

T. J. FLYNN, Manager

SANTAL MIDY

These tiny CAPSULES are superior to Balsam of Capivi, Cubebs or Injections and RELIEVES in 24 HOURS the same diseases without inconvenience.

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TONOPAH, NEVADA

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ATTORNEY AT LAW
Opposite Mkt. Club
TONOPAH, NEVADA

Tonopah & Tidewater RAILROAD
Train leaves Goldfield 10:10 a. m.
Daily Except Sunday
CLOSE CONNECTION AT
GOLDFIELD WITH T. & G. FROM
TONOPAH 8:35 A. M.
SLEEPER FORM BEATTY
Monday, Thursday and Saturday
D. ASPLAND, General Agent,
Tonopah and Goldfield.

Glen Buffet
Cigar Stand in Connection
Smokes of Quality
TUNK & MASON STREETS
AT MARKET
SAN FRANCISCO
We Serve Nothing But the
Best in Our Line
Of Goods
A Rendezvous for the Sporting
Clan
Come Once and See What
Came Off
Tonopah Bonanza on File Daily

R. FRED BROWN
STOCK BROKER
Member San Francisco
Stock Exchange
332—Tonopah, Phone—322
111 Main Street
TONOPAH, NEVADA

Laundry
YOU ARE JUST AS NEAR
TO A FIRST-CLASS LAUN-
DRY AS YOU ARE TO YOUR
POSTOFFICE
Send Your Bundle by Parcel
Post to
TROY LAUNDRY
RENO, NEVADA

P & B
Roofing
Paper
LOTHROP-DAVIS CO.

Hotel Golden
LARGEST HOTEL IN THE
STATE
Newly Remodeled
One half block from
Depot
Rates \$1.00 to \$2.50
RENO, NEVADA

UNITED PACKING & CATTLE COMPANY
Cheapest Cuts of Beef, Pork, Veal and Mutton
FRUITS AND VEGETABLES
Phone 1162—Quick Delivery
Tonopah, Nev.

Outfit for the Hills
PICKS, SHOVELS, DRILL STEEL, POWDER,
CAPS, FUSE, SINGLE AND DOUBLE JACKS,
ALL MANNER OF COOKING UTENSILS,
FORGES, MORTARS AND PESTLES, GOLD
PANES, ETC.
TONOPAH HARDWARE CO.

Reduced Rates
For Cooking and Heating Service
Effective March 1st, 1919
For the first 50 k.w.h. per month @ 5c per k.w.h.
For the next 50 k.w.h. per month @ 4c per k.w.h.
In excess of 100 k.w.h. per month @ 3c per k.w.h.
The Nevada-California Power Co.